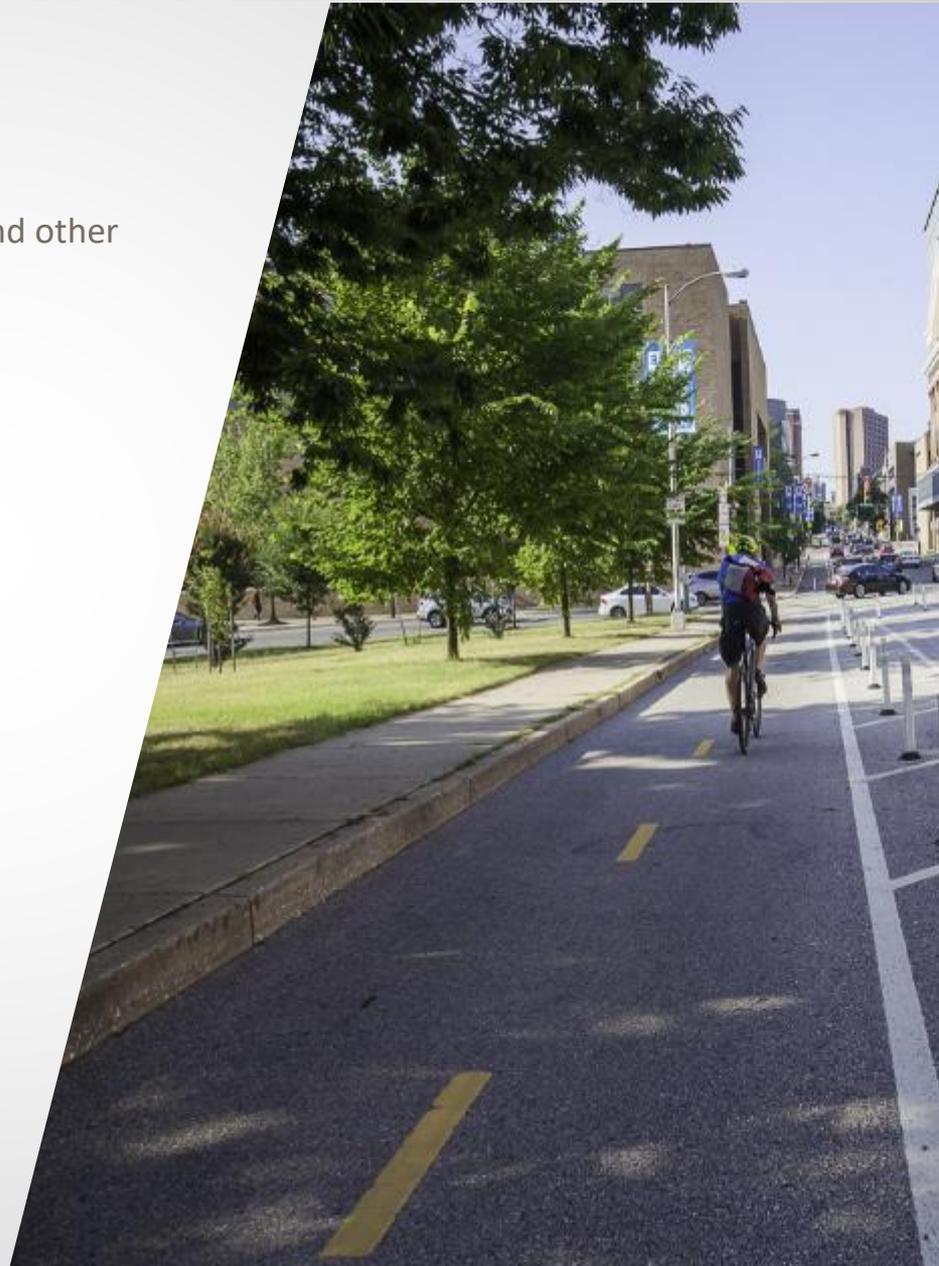




Mayor's Bicycle Advisory  
Commission 02.24.2021

## Agenda

1. Approve January minutes
2. Community Updates
  - a. Community updates and events, city events, and other public announcements
3. City Updates
  - a. Planning
    - Zoning
    - Greenway Trail Network
  - a. BPD
  - b. BCRP
  - c. DOT
    - Dockless Vehicle Update
    - Bike Consultant Support Team
    - MBAC Goal Review
4. Committee Updates
5. Miscellaneous Business
  - a. Next meeting March 31<sup>st</sup>



## Events

### Events Promotion

#### City Events

- DOT: N/A
- Rec N Parks: N/A

#### Community Events

- [Baltimore Bikers](#)
  - “Baltimore Night Ride” - Tuesday night rides from Biddle to Inner Harbor
- [Bikemore:](#)
  - Cycling Q&A sessions –  
February (and March?) 27<sup>th</sup> at 12pm - Cycling Smart 201 Group Ride
- **BPRB** – Thursday night conditioning rides at Lake Montebello 6pm
- [Maintenance and Mingle](#) – HOLD– See website

#### Other Recurring Rides and Community Events

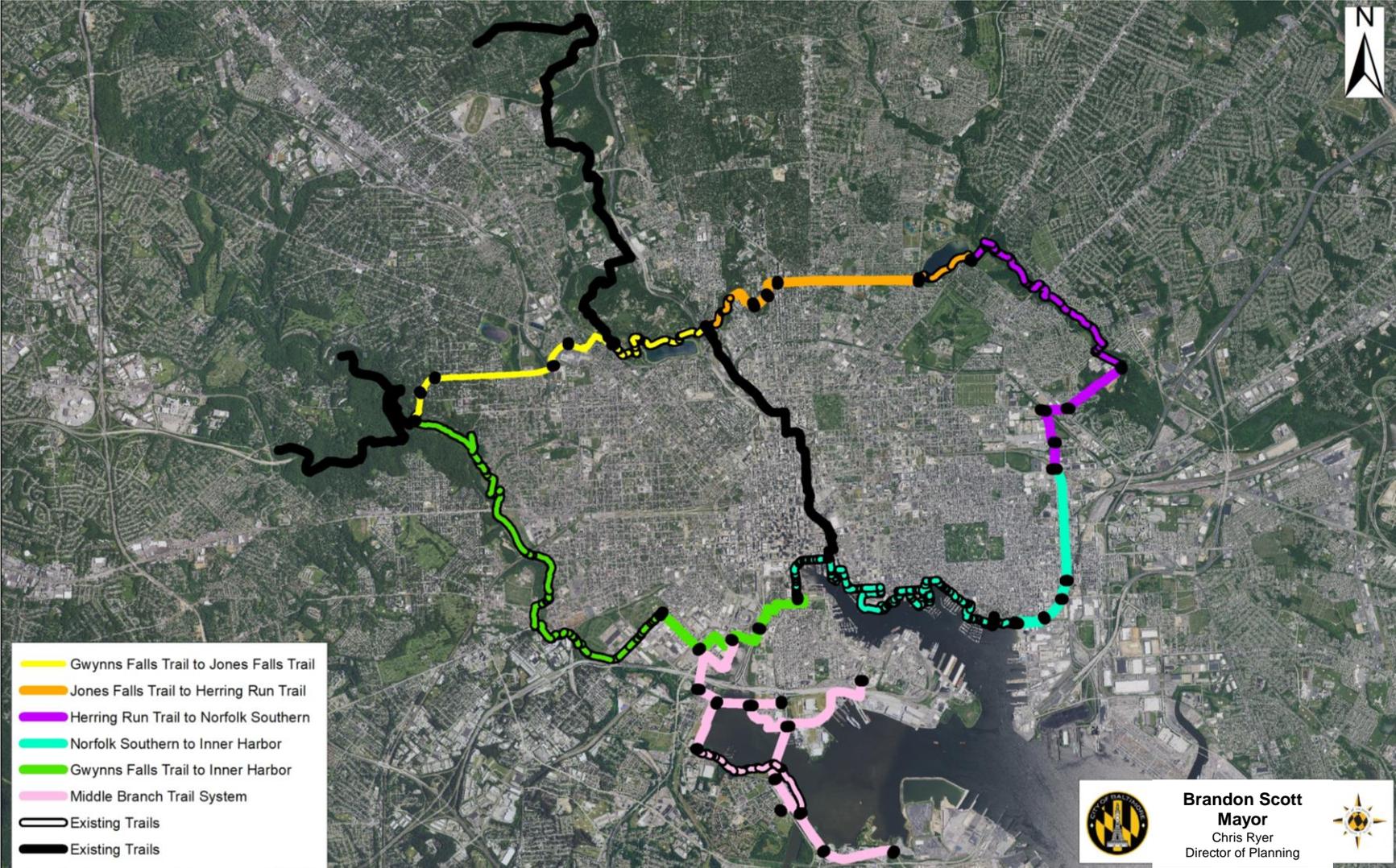
## Community Updates

Open to any other community announcements:



# Updates: Planning

## City Planning: Zoning and Baltimore Greenway Trail Network



## Updates: BPD

### Updates:

- Nothing to report



## Updates: RecNParks

### Updates:

- 2021 Programs + Outdoor Program Hiring
- Bike Maintenance RFP
- Druid Hill Park, safe biking, BCRP, DOT and Baltimore Zoo meeting



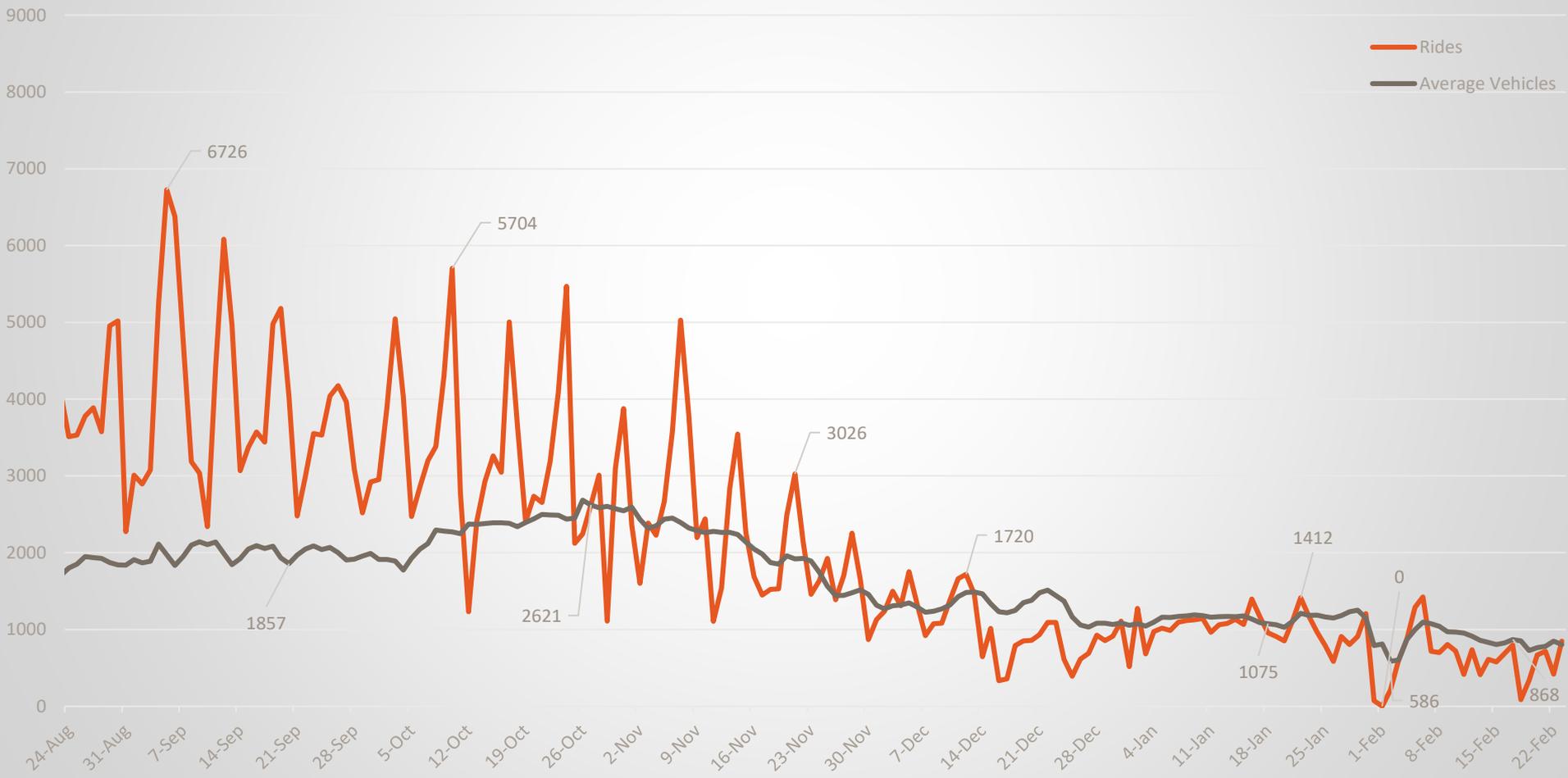
## Dockless Program



# Dockless Program: Data Updates

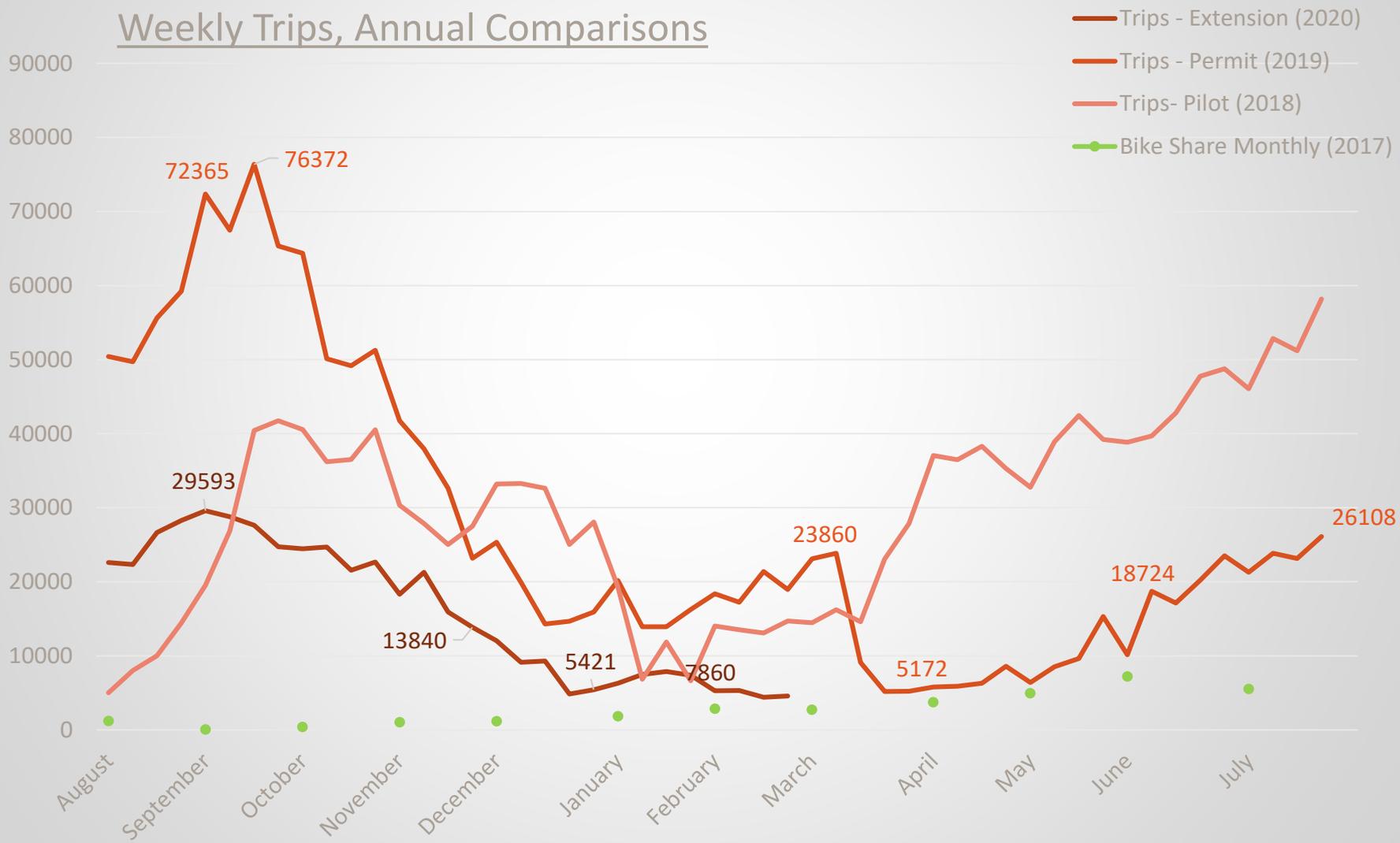
## Daily Average Vehicles Deployed\* and Total Daily Trips

*\*When previously reporting "Vehicles" the max number of vehicles were used. DOT will now use the daily average, as recommended by the MDC.*



# Dockless Program: Data Updates

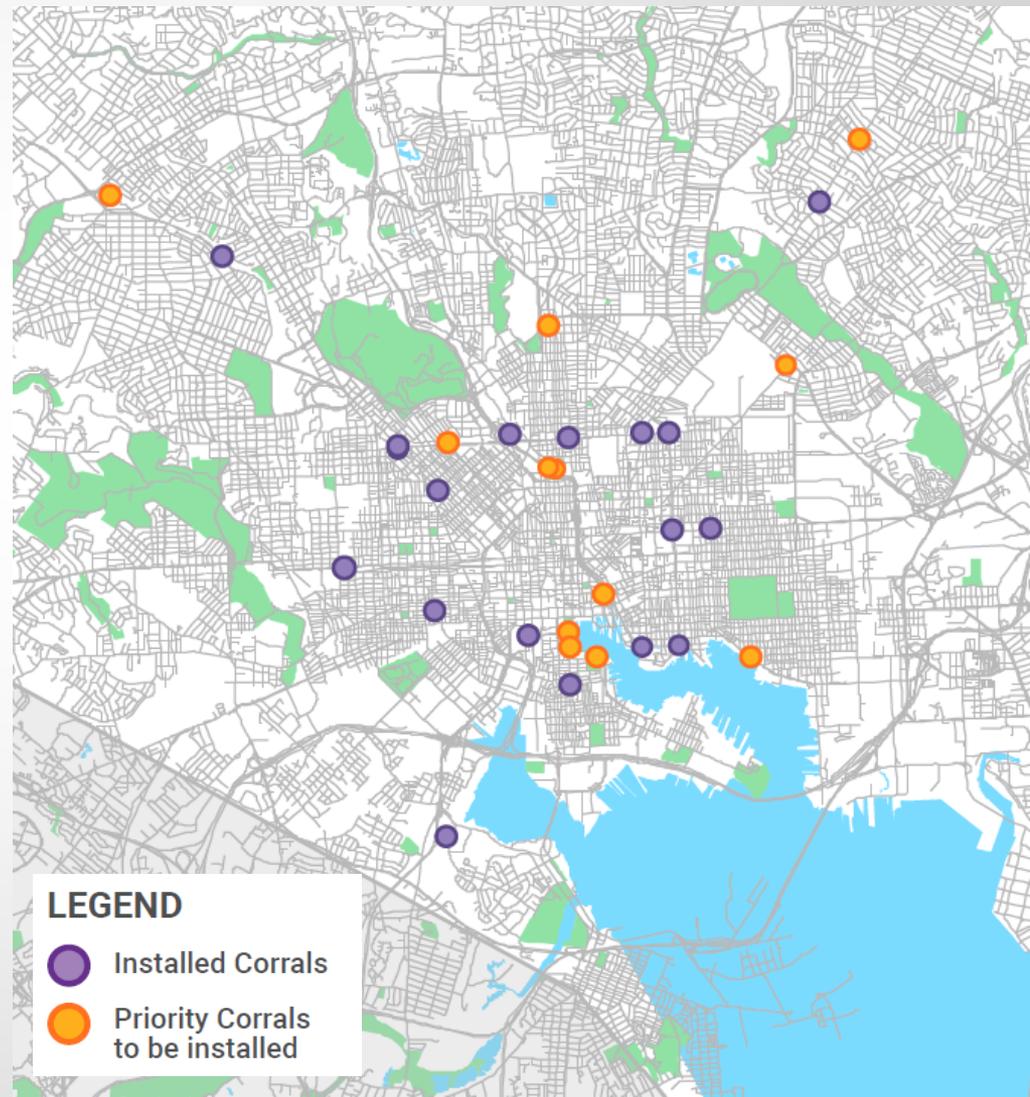
## Weekly Trips, Annual Comparisons



## Dockless Program: Program Updates

Corral project – Delayed due to snow, press release coming soon

- Corral criteria:
  - No more than 25% in any district
  - Equity zones
  - Transit
  - Vandalism
  - High Ridership



# Dockless Program: Program Updates

## Bike and Scooter Parking Website

- Map of Installed Racks
- Bike and Scooter Parking Manual



## Bike and Scooter Parking Manual Table of Contents

1. The Basics of Bike and Scooter Parking
  - A. Parking a Bicycle or Scooter
  - B. Parking Installation Options in Baltimore City
2. Racks and Corrals
  - A. Bike Rack Types
  - B. Racks to Avoid
  - C. Multi-Rack Corrals for Bicycles and/or Scooters
3. Rack Placement and Installation
  - A. On Sidewalk
  - B. In-street
  - C. Installation
4. Long-term Parking
5. Special Events and Temporary Parking
  - A. Unattended Temporary Bike Parking
  - B. Attended Bicycle Valet
  - C. Temporary Scooter Parking
6. Zoning Parking Minimum Summary
  - A. Short Term vs. Long Term Parking
  - B. Zoning Code-Required Bicycle Spaces

# BCDOT BIKE PROGRAM SUPPORT

Presented to:



Presented by:





# PRIORITIZATION CRITERIA

## 6 Step Prioritization Approach

1. High Level Screening
2. Data Driven Prioritization
3. Consideration Based Prioritization
- 4. Facility Type Identification**
5. High Level Cost Estimate
6. Short, Medium and Long Term Project Identification





## PRIORITIZATION UPDATE

- Incorporated FHWA Bikeway Selection Guide Elements
  - Three tier user profile approach
  - Modified facility type identification metrics (Volume vs Speed)
- Developed constructability / feasibility project assessment
- Ranked proposed projects based on prioritization metrics
- Developed tiered project approach



# FOUR TIER TO THREE TIER USER PROFILE CONVERSION

- Skill Level 1 Beginner**  

 Children, new or inexperienced riders. Prefer fully separated bike paths.
- Skill Level 2 Occasional Rider**  

 Comfortable biking on low speed, low traffic streets. Interested but concerned about bike lanes.
- Skill Level 3 Frequent Rider**  

 Above-average skill commuters. Prefer most direct route, even if that means using bike lanes or shared lanes at times.
- Skill Level 4 Confident & Experienced Rider**  

 Comfortable navigating heavy traffic and difficult intersections.



## BICYCLIST DESIGN USER PROFILES

### Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

### Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

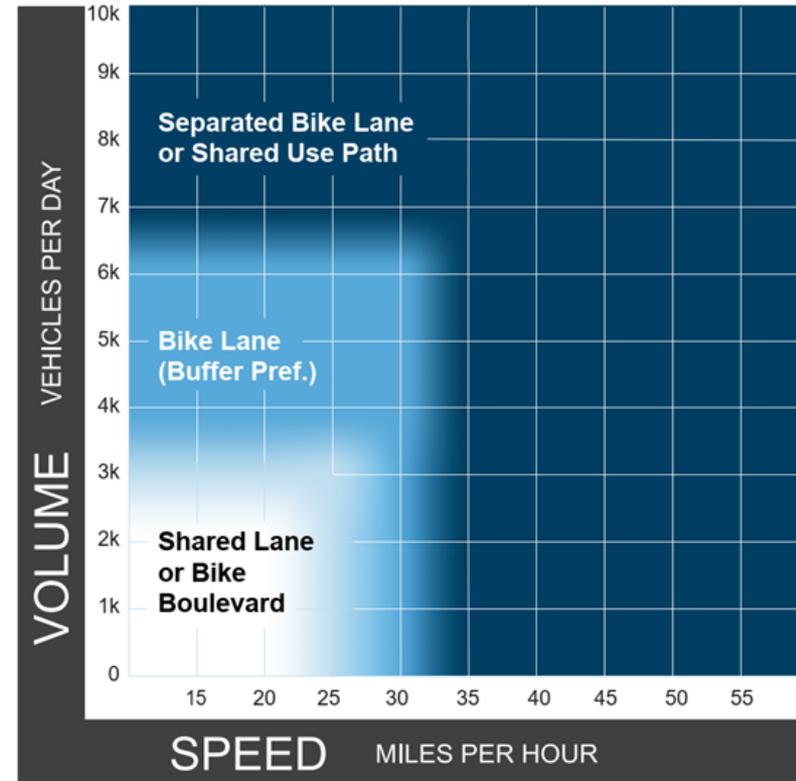
2019 FHWA Bikeway Selection Guide





## STEP 4: FACILITY TYPE IDENTIFICATION

- Use Factors including:
  - Mainly volumes & posted or observed speeds
  - Additional factors include:
    - Origins/Destinations,
    - Road Widths,
    - On-Street Parking, bump outs, etc.
    - Connection to Existing Infrastructure



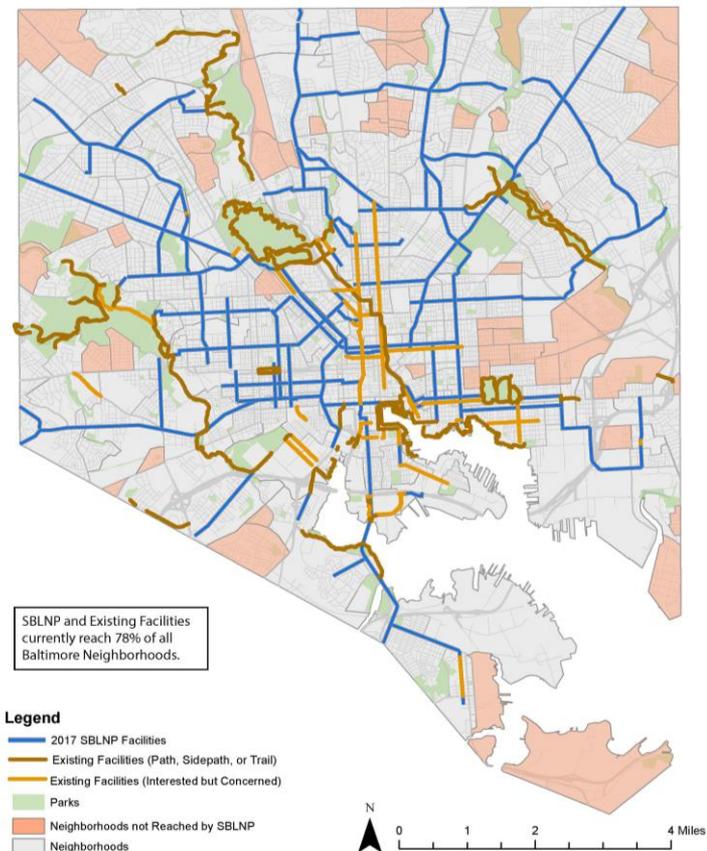
2019 FHWA Bikeway Selection Guide



## 2017 SBLNP & EXISTING FACILITIES

- Existing bike facilities that meet User Group 1 skill level
  - Side paths and / or trails
  - Surface level separated and supporting bike facilities
- 2017 Separated Bike Network Plan
  - Includes fully constructed separated and supporting plan elements
- Combined Existing / 2017 SBLNP network provides access to 78% of local neighborhoods

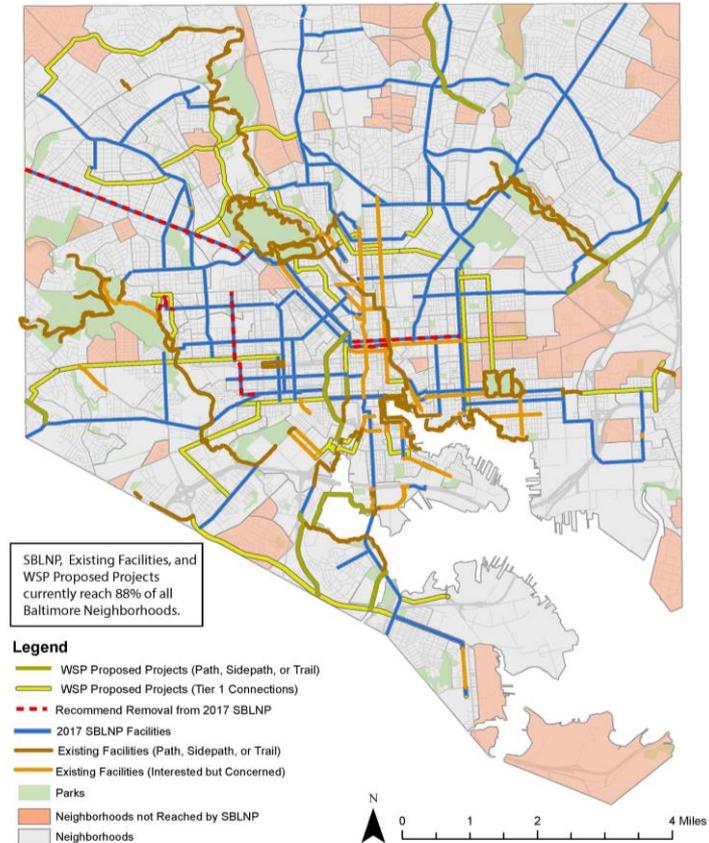
2017 SBLNP with Existing Facilities



## 2017 SBLNP ASSESSMENT

- Reviewed combined 2017 SBLNP and Existing Facility network
  - Identified and removed redundant movements
  - Proposed additional bike facilities to improve City-wide neighborhood accessibility
- Combined Existing Facilities, 2017 SBLNP & Proposed Projects into a larger bike network that increases access to local neighborhoods by 10%

WSP Proposed Projects (User Group 1 Connections)



# Constructability / Feasibility Project Assessment

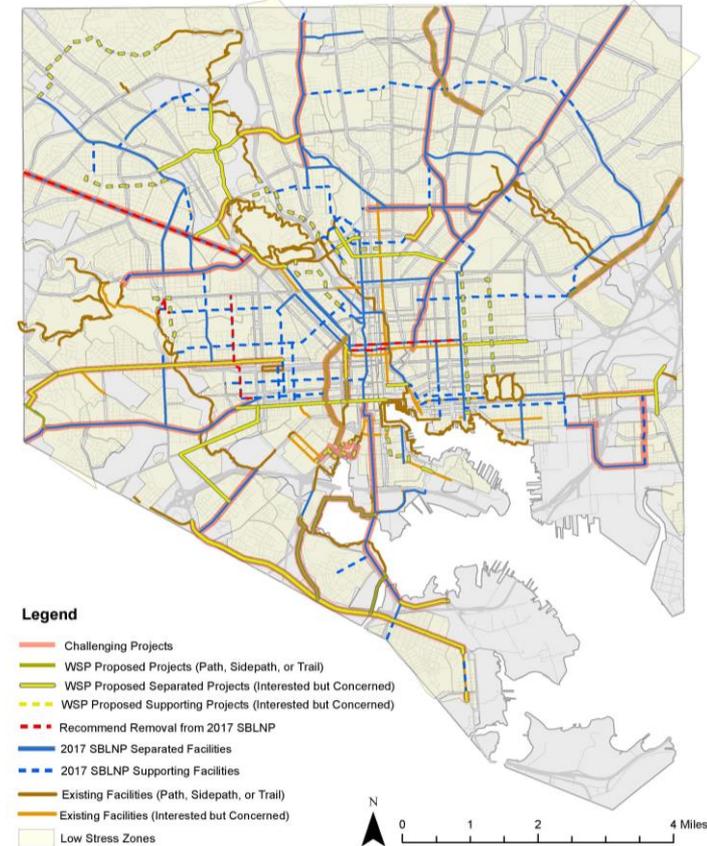
- Analyzed potential projects to determine their level of constructability concerns
  - **Infrastructural Impacts**
    - Travel lanes, parking, lane narrowing
  - **Spatial / Safety Considerations**
    - Volume / Capacity Ratio
    - Lane repurposing needs
    - Travel Speeds / AADTs
  - **Perceived Design / Construction Cost**
    - Low, medium, high
  - **Modal Considerations**
    - MTA Citylink or Fixed Bus Route
    - Identified as a MTA Priority Corridor
  - **Right of Way Needs**
    - Unexpected, possible, likely



# INTERESTED BUT CONCERNED BIKE NETWORK (78 PROJECTS)

- Existing Facilities
  - Interested but Concerned User Group Level
  - Side Path & Trails
- Modified 2017 Separated Bike Network Plan
  - Separated
  - Supporting (Low stress islands)
- Proposed Projects
  - Side Path & Trails
  - Separated and Supporting Facilities
- Challenging Projects
  - Based on constructability and feasibility assessment

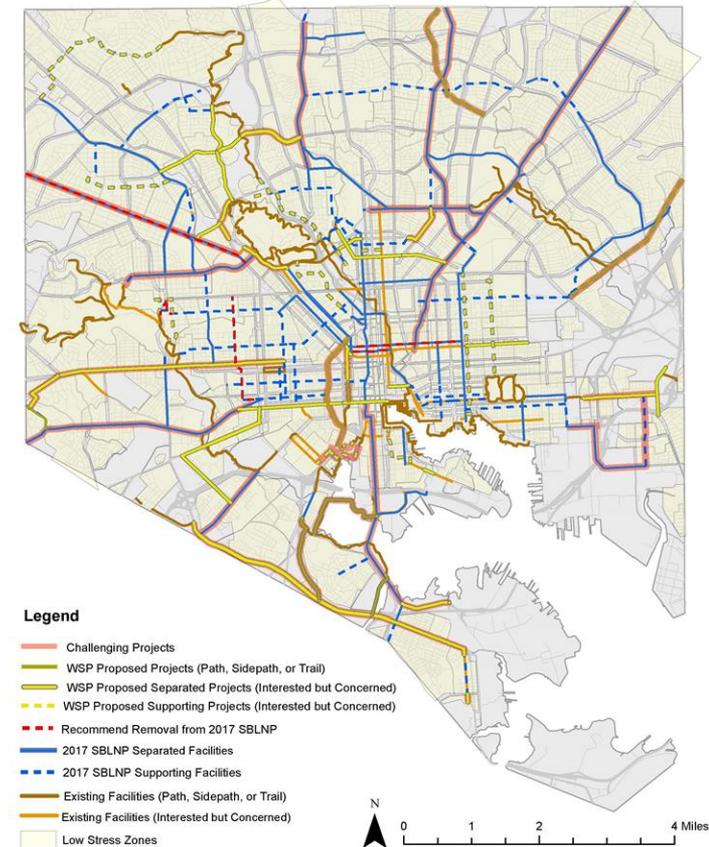
Interested But Concerned Network



# Final Steps: Bike Prioritization

- Develop tiered program network
  - Evaluate prioritization rankings
  - Develop “Interested but Concerned” network tiers (5 to 10 projects per tier)
- Establish similar maps for the Somewhat Confidant and Highly Confidant user profiles

Interested But Concerned Network





# Prioritization Program Benefits

- **Prioritized Ranked Projects**
  - Bike infrastructure projects are evaluated using performance based metrics
- **Data Driven Decisions**
  - Decisions on when and where bike improvements will be implemented is based on data analytics reducing subjective or anecdotal decisions
  - Allows better community outreach and confidence in the usefulness and purpose of the bike program
- **Annual Program Development**
  - A combination of short, medium and long term projects can be identified using a combination of prioritization, cost and user group accessibility.
- **Increased All Ages and Abilities access**
  - Moves towards a bike network that addresses mobility and accessibility of “Interested but Concerned” users reducing gaps and providing clear access throughout the network with their level of comfort and abilities in mind.





# Public Outreach/Engagement

- Bike Testimonials (**ONGOING**)
  - Engage with local bike stakeholders and **highlight their stories** via public ad placements and social media
  - Developed a **campaign framework** and **criteria** for type of perspectives sought
  - Seeking initial candidates; contact Matt with any suggestions
- Materials for BCDOT community liaisons (**IN DEVELOPMENT**)
  - Address key concerns about gentrification, business and traffic impacts, and the planning process.
  - Drafts currently undergoing revision



# Thank you



**DOT: CIP**

**DEPARTMENT OF TRANSPORTATION**  
BALTIMORE CITY

**DOT FY 2022 Requests – Bikes:**

CIP No	Description	Federal	CTB	General	Other	TOTAL
508-019	Citywide Bike and Pedestrian Improvements / Bike Master Plan			500		500
508-102	Bike Master Plan – Eutaw Place			230		230
508-131	Bush Street Cycle Track			315		315
508-146	Big Jump Conversion / Druid Park Lake Drive			300		300



**TOTAL:**  
**\$1.345 Million**

## DOT: "Bike Contract"

### Bike Contract Progress

#### Overview:

- Establishing a Vision Zero and Bike Program Construction and Maintenance Contract
- Including design specs for specific bike and pedestrian products and installation methods (Ex: Bike Counters)
- Consistent meetings with Contracts Admin and TEC to finalize contract materials
- Develop expertise in bike/ped specific projects, increase efficiency, roll out Vision Zero safety improvements, Rapid Enhancement Plan, and Quick Builds

#### Estimated Timeline:

- Finalize Contract (ongoing)
- Advertise by March
- Award in May
- Begin Construction in June

## Updates: DOT THIS MONTH

Task	Partners	Notes
<b>Eutaw Place Concept Development</b>	Study led by McCormick Taylor	Concept development of various cross sections and options.
<b>Wolfe/Washington Existing Conditions Analysis</b>	Study led by RKK	2 <sup>nd</sup> public meeting tomorrow Feb. 25 <sup>th</sup> .
<b>Bush Street Concept Development</b>	Study led by Toole Design Group	Developing cross sections and materials and beginning stakeholder outreach.
<b>Bush Street Survey</b>		
<b>Melrose Avenue Construction</b>	DOT Internal	Incorporating into Spring construction schedule. Design edits. Final outreach forthcoming.
<b>Greenway Trail Network – Northern Segments</b>	Study led RKK	Notice to Proceed Approved. Internal kickoff meeting March 3 <sup>rd</sup> .
<b>Big Jump Assessment Data Collection/Analysis</b>	Study led by Toole Design Group	Final Draft update. Scheduling release date.
<b>Big Jump Relocation</b>		Propose next steps from evaluation. Requesting CIP funds for transition.
<b>Existing Bike Facility Audit</b>	Sabra and Associates conducting the facility audit	Completed. Scheduling repairs with REP and evaluating adjustments.
<b>Rapid Enhancement Plan (REP)</b>	DOT Internal	Continue designs for top project priorities.

# PROJECT GOALS

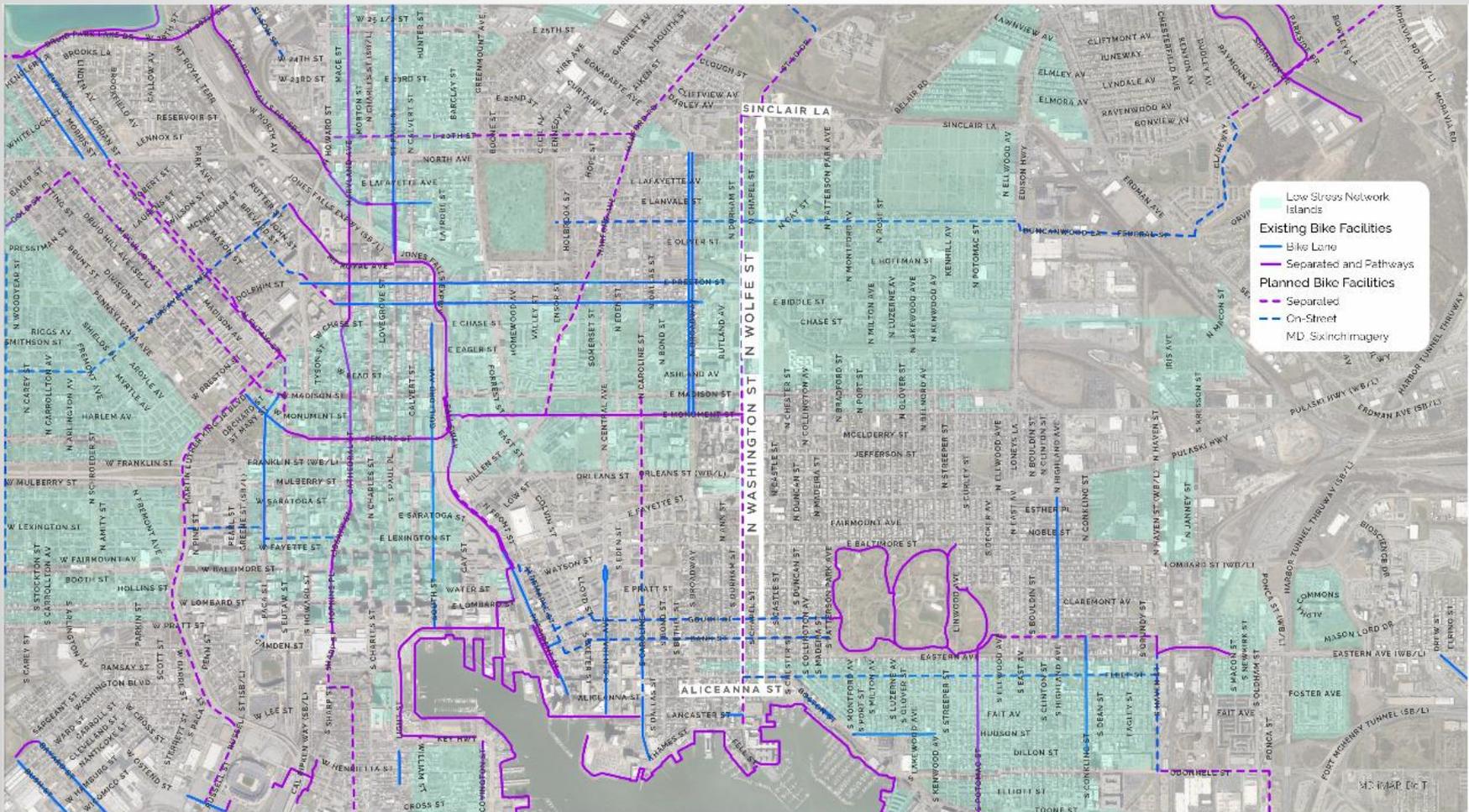
- Study feasibility of **all-age protected bicycle facility**
  - Improve north-south accommodations/connections between Fells Point & Clifton Park
  - **Improve connections** to existing City bicycle network
  - Incorporate targeted safety improvements
- **Develop partnerships** with the community to identify and incorporate priorities, preferences, and recommendations
- Complete **30% design** plans of preferred concept



# DOT: Wolfe/Washington

Second public meeting 2/25 6 – 7:30pm. Register Here: <https://bit.ly/376PhNL>

Or Visit: <https://www.baltimorebikeways.com/wolfe-washington-bikeway/>

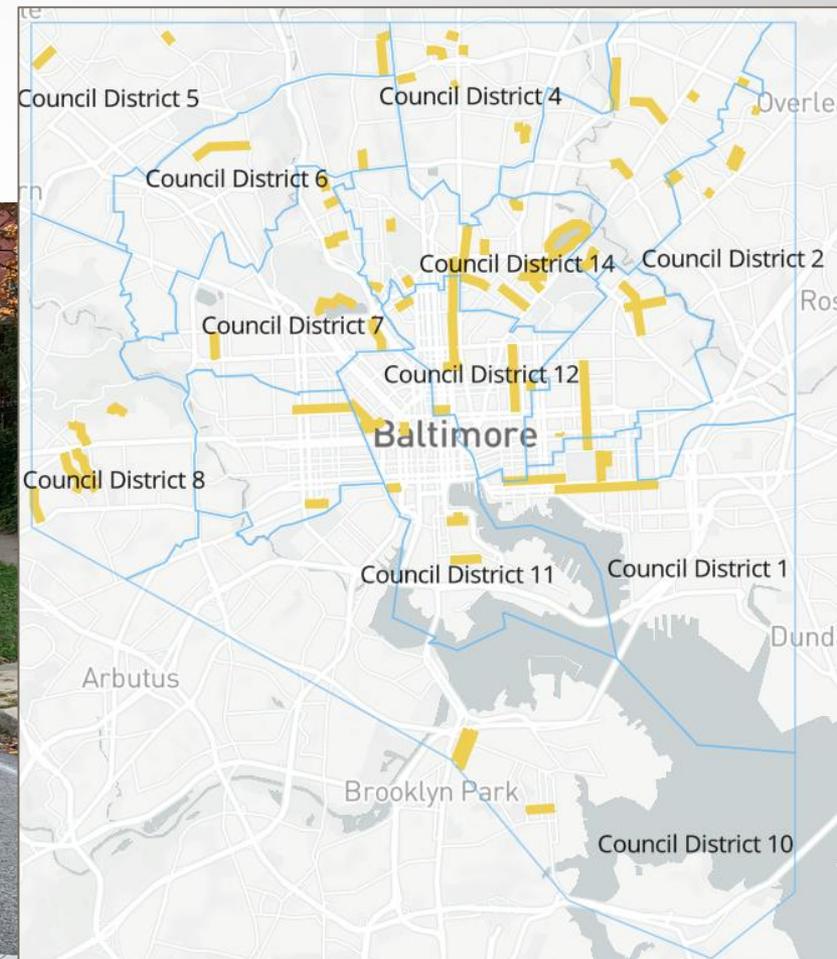




## Slow Streets

### Slow Streets Update:

- Temporary barriers were removed and procurement of new, more durable barriers to be installed.
- Survey and mapping tool results and report



## MBAC Goals and Strategies

### Goals and Strategies

#### Immediate actions on all Goals and Strategies

- Focus on collaboration and action rather than updates
  - Assign city staff to each goal, lead progress and coordinate
- Improve public communications
- Transparency on commission structure, policy

#### MBAC Goals:

1. Coordination and Support (Planning)
2. Community Needs (DOT Staff)
3. Elected Officials (Mayor's Office)
4. Funding and Support (Mayor's Office)



## DOT: MBAC Communications Calendar

### Communications Calendar

#### Meeting dates every last Wednesday of the month

- First meeting reminder: Sent two weeks prior with draft agenda.
  - Includes link, previous minutes and presentation for review.
- Friday before MBAC meeting, Commissioners send DOT agenda items. Community members also send events by this time.
- Second reminder: Monday before meeting (Preference?). Final presentation edits incorporated including any events.
- Presentation slides shared day of in Meeting Chat.
  - Or preferred options, slides shared in day of reminder.

#### Meeting follow ups

- Highlighted Community Events sent via social media at least once in advance and day by DOT. Preferred dates during meeting.
- Establish any sub-committee or working group dates if identified.
- Invitations for presentations
- Other needs?

## MBAC Goals and Strategies

### DOT Working Group Recommendations

#### Immediate Action items:

- **Shift in Operations/Processes**
  1. Provide clarity and transparency in Commissioner roles
    - Agenda Setting
    - Onboarding and tool kit for Commissioners
    - Communications calendar
  2. Presentations and expectations
    - Differentiate between consultant and community groups
    - **Finalize presenter form**
  3. Commissioner Recruitment
    - More inclusive and intentional
  4. Defined role of Mayor's Office
    - Ongoing through transition
    - MBAC briefing to Mayor's Office



## Miscellaneous Business

Next meeting date is March 31<sup>st</sup>, 4-6pm

